

To-day's Advertisements.

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.
MR. GEO. F. LAMBERT has been instructed to sell by PUBLIC AUCTION.

on WEDNESDAY, the 17th June, 1899, at 2.30 P.M.
(POSTPONED FROM THE 25TH MAY.)
at his OFFICES in Duddell Street, No. 17, L.A.

THE FOLLOWING VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTIES.

LOT 1.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria in the Colony of Hongkong registered in the LAND OFFICE as SECTION C OF INLAND LOT No. 1,144.

Area 538 square feet. Annual proportion of Crown Rent \$8.00.
The premises situate upon it are No. 244, Queen's Road Central and consist of a three storied Chinese Shop used as a portion of "THE SPORTSMAN'S ARMS" and are let on a lease for 5 years from the 1st March, 1898, at the monthly rental of \$45.00 and taxes.

LOT 2.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as SUB-SECTION No. 1, of SECTION X OF INLAND LOT No. 211.

Area 538 square feet. Annual proportion of Crown Rent \$8.00.
The premises situate upon it are known as No. 382, Queen's Road Central and consist of a three storied Chinese Shop.

LOT 3.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as SECTION C OF MARINE LOT No. 109.

Area 1861 square feet. Annual proportion of Crown Rent \$20.85.

The premises situate upon it are known as No. 212, Praya West and consist of a two storied Chinese Shop.

LOT 4.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as SECTION K OF MARINE LOT No. 109.

Area 667 square feet. Annual proportion of Crown Rent \$7.50.

The premises situate upon it are known as No. 371, Queen's Road West, consisting of a two storied Chinese Shop and No. 3, Sai Hing Lane, consisting of a godown.

LOT 5.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as SECTION B OF MARINE LOT No. 108.

Area 1,576 square feet. Annual proportion of Crown Rent \$19.20.

The premises situate upon it are known as No. 224, Praya West, and consist of a two storied Chinese Shop.

LOT 6.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as SECTION H OF MARINE LOT No. 108.

Area 974 square feet. Annual proportion of Crown Rent \$11.50.

The premises situate upon it are known as No. 41, On Ning Lane, and consist of a Chinese godown.

LOT 7.—ALL THAT PIECE OF PARCEL OF GROUND situated at Victoria, aforesaid, and registered in the Land Office as the Remaining Portion MARINE LOT No. 238, together with the Reclamation to the Remaining Portion of the said Lot.

Area of LOT 413 square feet. Annual proportion of Crown Rent \$7.84.

The premises situate upon it are known as Nos. 50 and 51, Praya West, and consist of a Chinese godown.

The Reclamation has nearly been completed and contains an area of 5,397 square feet. For Particulars and Conditions of Sale, apply to

The Auctioneer or to Messrs. DEACON & HASTINGS, The Vendor's Solicitors.
Hongkong, 17th May, 1899. [612a]

TO LET
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
c/o of this Office.
Hongkong, 17th May, 1899. [663a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"THALES"
Captain Hall will be despatched for the above Ports, on FRIDAY, the 19th instant, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 17th May, 1899. [670a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship.

"CHIHLI"
Captain Newcomb will be despatched as above on FRIDAY, the 19th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1899. [659a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship.

"SZECHUEN"
Captain Hall will be despatched as above on FRIDAY, the 19th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1899. [669a]

OCEAN STEAMSHIP COMPANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship.

"RECTOR"
Captain Barr will be despatched as above on FRIDAY, the 19th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1899. [666a]

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship.

"ESMERALDA"
Captain Cobban will be despatched for the above Port, on MONDAY, the 22nd instant, at 5 P.M.
This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 17th May, 1899. [668a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.
THE Company's Steamship.

"TAIYUAN"
Captain Nelson will be despatched as above on THURSDAY, the 25th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1899. [667a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship.

"NANCHANG"
Captain Finlayson will be despatched as above on THURSDAY, the 25th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th May, 1899. [671a]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red Capsule - - - - - \$18.00

B.—Superior Very Old Cognac Red Capsule - - - - - 21.00

C.—Very Old Liqueur Cognac - - - - - 24.00

V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - 30.00

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - 48.00

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

MARRIAGE.
On the 11th inst., at the Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., HAROLD WILLIAM, youngest son of O. G. Daldy, of Romford, Essex, to ALICE, eldest daughter of William M. Kerfoot, of Dukinfield, Cheshire.

DEATH.
At Tongkai, on the 7th of May, ROBERT LAWRIE SMITH, of Shanghai, aged 37 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 17, 1899.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND RUSSIA IN CHINA.

LONDON, May 15th.

Mr. Brodrick speaking in the House of Commons said, that until the full facts of the Russian demand to connect the Manchurian Railway system direct with Peking were known, the Government could not make any pronouncement whatever upon the subject.

The Times in a leading article says that the Russian demand directly tends to frustrate the object of the recent Anglo-Russian Agreement, i.e., the avoidance of a cause for conflict. The article continues, that British trade in China rests on British power and prestige, both of which are seriously endangered by the action of Russia.

WEATHER REPORT.

The Observatory report says:—On the 17th at 11.50 a.m. The barometer has risen slightly on the China coast. Pressure is highest between the E. coast of China and the Loochoos, and lowest in a depression lying over the E. part of the Sea of Japan. Gradients slight for E. winds on the China coast. Forecast: Light to moderate E. winds.

LOCAL AND GENERAL.

DURING the week ended 13th May there was one case of enteric fever and a case of puerperal fever reported in the City district.

THE Customs staff and Harbour Master at Pagoda Anchorage were to leave there on the morning of the 7th inst. for Samshui Inlet.

A COOK employed at Wellington Barracks was brought up at the Magistracy this morning by Colonel Evans, for gambling, and fined 25 dollars.

A NATIVE report says that the Wu Wei army formed by Jung Lu to be stationed at the Imperial Park at Peking has been completed, and consists of 10,000 men. Of this number one-fourth was commanded to adopt Western drills under the instruction of Taotai Yin Wulin, and the remainder are to be trained by the native method.

According to the Universal Gazette, negotiations for a Japanese Settlement at Tientsin have been satisfactorily concluded between the Japanese Consul and the Viceroy, who has appointed deputies to undertake the delimitation conjointly with Japanese delegates. It has been arranged that the lands will be taken up at prices according to their locality.

It is reported in Shanghai that the Indo-China steamer Takung, and was sighted on Wednesday evening last under way inside of the White Dogs. The Takung left Amoy on the morning of the 8th inst. for Shanghai and the Takung left Szeatow at 5 a.m. on the following day. Both vessels hoisted their numbers on passing Turnabout Island.

At 1.55 a.m. yesterday, says the A. C. Daily News of 13th inst., a fire broke out in a rice shop, No. 1,259, Broadway, Hongkong. The firemen were upon the scene with their usual alacrity and succeeded in confining the flames to only four houses, which were totally destroyed, viz., Nos. 1,257-60. At about 6 a.m. the firemen had mastered the flames, and it was found that about five other houses adjoining and some at the back had been more or less seriously damaged. One of these was Messrs. Paw Chong & Co.'s shop, which narrowly escaped total destruction. No. 1,254 was a tinmith's shop, insured in the Royal Insurance Co. for \$15,000; Nos. 1,250 and 1,260, rice shops, were also insured, the former in the Royal, for \$15,000 each; No. 1,257, a native cake vendor's, and No. 1,256, a watchmaker's, were uninsured. Messrs. Paw Chong & Co. had policies amounting to \$15,000 each, \$15,000 in the Queen, \$15,000 in the Union, and \$15,000 in the Imperial. A quantity of goods from this shop were saved by the Salvage Corps. The origin of the fire is supposed to have been through the upsetting of a tin of kerosene over a hamper of rice near which was a naked light.

Der Ostasiatische Lloyd learns that Messrs. Melchers & Co. have now also ordered three river steamers to be built by Messrs. S. C. Farnham & Co., Ltd., which are to run under the German flag between Shanghai and Hankow. It is intended for these steamers, as well as for those ordered by Messrs. Arnold, Karberg & Co. to discharge and take in alongside the German flag in Hankow, the German Concession by this will undoubtedly gain in importance. The German flag will be seen also henceforth further up the Yangtze at regular intervals, as Messrs. Melchers & Co. intend placing another ship—the first one carrying the German flag—to ply regularly between Hankow and Ichang. Whilst the steamers of Messrs. Arnold, Karberg & Co. are to be ready for service in October of this year, those of Messrs. Melchers & Co. will be completed to run only in March 1900. The North-German Lloyd will commence its fortnightly service on the coming 4th of October, at which date the King Albert—the first of the newly built ships—is to leave Bremerhaven. Der Ostasiatische Lloyd is informed that the original intention to run one steamer every four weeks via Hongkong alternately to Japan and to Shanghai has been abandoned. All the steamers will call at Hongkong, Shanghai, and Yokohama, but for some time to come at least their stationary berth is to be Yokohama, whilst the two other ports will only be ports of call for mails, passengers, and cargo.

According to a vernacular paper, the Russians in Manchuria have been somewhat oppressive towards the Chinese and many troubles have arisen between the Russian soldiers and the natives at Kirin. In one instance at a place called Lu Tashuang a Chinese militia man being scared on meeting a large company of Russian soldiers fled into a Chinese house. The Russians felt suspicious and seeing that he was armed took him for a bandit and pursued him into the house and a scuffle followed when several Chinese were wounded by shots. The case was dealt with between the Russian and Chinese officials and remained for a long time unsettled. A great number of other Chinese have been declared outlaws and imprisoned by the Russians for possessing arms. On another occasion a Chinese desperado killed two Russians and though the Chinese officials punished him with death, the Russians were discontented and finding arms in a village's house pursued and shot the owner. The Russian Director learning the injustice of this affair punished the offenders and compensated the family of the deceased to the extent of \$15,000. Later on, some Russian soldiers on being refused admittance to a Chinese house in the dominion of Tsitsihar, led by two linguists, climbed into it and in a conflict with the Chinese occupants wounded 11 of them, 3 of whom died soon after. Some 30 Chinese husbandmen were seized by the Russians. The Chinese Military Governor ordered the two linguists to be arrested but they had already absconded. The case was finally ended by the Russians paying a sum of \$15,000 as indemnity and releasing the harassed husbandmen.

Tak Hon, Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

H. N. Cooper - - - - - \$10
THE W. C. D. News learns that after H.M.S. Victorious was docked at Yokosuka the Japanese naval constructors discovered that the displacement marks were one foot out, i.e., that she actually drew one foot less than her marks indicated.

The movements of the Italian squadron in Chinese waters, about which there have been many rumours, are still doubtful; but the A. C. D. News has reason to believe, that Admiral Calvi Ginet in his flagship Stromboli and possibly the Zim are shortly expected at Wossung and it is likely they, with the Marco Polo, Amerigo Vesputi and Elba will remain there awaiting orders from home.

As another instance of the latent hatred against foreigners by the officials of Peking we may quote the following, says the A. C. D. News:—When the Empress Dowager ordered last November the formation of a new body-guard of 19,000 men for herself, drilled after the Western style, she called the Corps "The Victorious in Arms Corps." This, in Chinese is written Wu-sheng-chün. At the recommendation of the leader of the ultra-Conservative party of Peking, the Assistant Grand Secretary Kang Yi, who was doubtless influenced by those around him, the name of this Empress Dowager's new body-guard has lately been changed by her; the trick being that the characters have been changed while the phonetic sound of the original name is generally retained. In a word the Corps is now known as the Hu-sheng-chün, or "The Tigers of the Gods' Corps." This kind of designation being rather peculiar, Kang Yi, the author of the name, is credited with having explained himself in the following manner:—

"We all know what yang-kuei-tzu mean. Well, tigers are fond of eating goats (also called yang in Chinese and meant as a pun on the word yang, "outside," or "from the outer seas" their designation for foreigners), while the gods are masters of the devils (kuei), that is to say the tigers and the gods will annihilate the goats and devils—that is why I have changed the name of the Empress Dowager's Body guards from Wu-sheng-chün to Hu-sheng-chün." Kang Yi further went on to say that he doubted that "foreigners in China are so well versed in the use and play of Chinese words and terms as to be able to see the insult to them which the new term conveys."

RETURN OF THE PEKING SYNDICATE SURVEYING PARTY.

A SUCCESSFUL TRIP.

The members of the surveying party of the Peking Syndicate, of London, have just returned to Shanghai after a very successful trip.

It will be remembered that the members left Shanghai at the commencement of this year, being divided into two parties, one of which went north to Peking, and the other up the Yangtze as far as Hankow. The northern party was composed of Mr. Guss, C.I.E., Major Brazier-Creagh, Captain Weiss and Mr. Sabini, and the programme was that on leaving Peking this party should travel south and meet the southern party, consisting of Captain Purvis, Captain McSwiney, Mr. Nathan, Mr. Patasie and Mr. Butler, which was to travel in a northerly direction overland after leaving Hankow. This programme was carried out exactly as planned and both parties are highly pleased with the success of their work.

The northern party, after leaving Peking, reached Chungking, via Paotingfu, from there to Shingyang, thence to Shi-ching and on to Su-kow. The range of mountains in this neighbourhood, Tan Shan Huang Range, was crossed at an altitude of from 2000 to 3000 feet and views of lovely scenery were obtained. The party then followed the main road, which they left to follow another road west of Lu-an and got on to the main road again, omitting, however, to call at Thun-lu, but proceeding to Chang-tsu, Tse-chou and south to Huai-king. The lofty Tai Hang Shan range of mountains was then crossed at an altitude of 4000 to 5000 feet and the scenery was magnificent. Very cold weather was here experienced, there being thirteen degrees of frost, and several members of the party were frost-bitten. The mountain roads are described as being very difficult. This range is the watershed of the numerous rivers thereabouts. From the hills, which are numerous about here, beautiful views of the surrounding scenery were obtained. The plains below clothed in green, dotted over with cities, towns, and hamlets, the latter being invariably surrounded with clumps of trees in blossom.

The party then went to Peitaiho on the Yellow River returning to Hui-king, skirting the range of mountains. Wei-hu, in the mountainous districts the mines were inspected and the country surveyed. No gold was found, but iron, coal, and copper in abundance. The party really saw what Baron Richthofen saw, and following in the steps of such an extraordinary observer—no nothing seemed to escape his observation—they have but little to add to his published report. From Wei-hu they travelled by the Wei-ho river north to the Grand Canal, and then on the Tientsin reaching there about the end of April. The southern party, on leaving Hankow proceeded up the Han River to Shingyang, and then on to Hui-king where both parties joined. Both parties had a very successful trip and found the people very quiet and law abiding, particularly in Shensi province, and the Chinese officials at the various cities through which they passed assisted them in every possible manner. They experienced no difficulty with the Chinese whatever. The trips have demonstrated the presence of all things that Baron Richthofen reported, and promise a very successful result to the capital which the syndicate may invest in exploiting the province in which concessions have been granted. If the Board in England decide to commence operations and the British public support the syndicate sufficiently on the strength of the reports of the surveying party, railways will be built and the mines, worked, and other industries commenced that present themselves. With regard to the railway the party have made special surveys, selecting the route of a line from Peking south to the Yangtze, probably Hankow, and suitable sites for bridging the Yellow River for railway purposes have also been selected. Everything has gone so far as to a successful issue of the Peking Syndicate, and the members of the surveying party, the majority being British officers, special men for the purpose, will leave shortly for England, where they will present their report on which the syndicate will be based.

THE HINTERLAND.

SAM CHUN TAKEN.

News with regard to affairs in the Hinterland is still mostly conspicuous by its absence. The officials are extremely cautious but are dumb, having no information to give upon the subject of the Hinterland affair. We have been enabled to gather, however, that the town of Sam Chun has been occupied without any casualties upon the British side, and it is also stated that the boundary has not as yet been extended. The fact that five hundred of the troops, together with the General and probably the whole of the Naval Brigade, are expected to return to-night leads to the belief that matters are practically settled and that the force left will simply hold the country for a few days until arrangements can be made for forming a permanent frontier guard. That such a guard is contemplated is evident from the fact that the Royal Engineers are busily employed upon plans for matched barracks capable of housing four hundred men.

A rumour having been in circulation to the effect that one of the newly sworn in European constables had been brutally murdered in the Hinterland, a representative of the Telegraph made enquiries at the Central Police Station and was informed that no such news had been received, but that, had such a murder taken place the Central Station would have been immediately communicated with.

We have likewise been unable to obtain official confirmation of the reported occupation of the town of Sun On by rebels and the despatch of troops to take the place, but this may nevertheless be true. As matters now stand we cannot hope to obtain reliable information until the return of the troops from the front.

KOWLOON WALLED CITY TAKEN.

VOLUNTEERS AT WORK.

We published in our yesterday's issue, the opinion held by the Singapore Free Press, that the British in this Colony are made of the right stuff, and we are pleased to say that our Civilian Army was enabled to justify the praise that had been bestowed upon it by our sister Colony.

Acting on instructions from home, the military authorities have been exceptionally busy setting their new house in order and so when it was decided that that "plague spot," the walled city of Kowloon should be taken possession of the difficulty arose as to where the necessary men for the undertaking were to come from, and the Volunteers were applied for.

Orders were issued last Monday for the Volunteers to hold themselves in readiness for any emergency and yesterday, at 11 a.m., a further order was circulated for the Corps to assemble at Headquarters at 1 p.m., and it was a sight to see the men rushing home to change their clothes and get to the parade ground as quickly as ever they could, in many cases all thought of tiffin being forgotten. Punctually at one, over a hundred men had assembled and were busy bracing on their belts and side-arms and seeing that their carbines were in a fit state for the work required of them. Twenty rounds of ammunition were served out and musket boxes got ready to take along with the expedition. In a very short time the "fall in" was sounded, the seven pounders and two machine gun detachments were told off, and the remainder were ordered to act as infantry, the party moving off to the Commissariat pier a little before two o'clock, late comers joining on the way. At the pier were two companies of the Royal Welsh Fusiliers under Col. Mainwaring, and a party of Royal Engineers, under Lt. Painter R.E., composed of European sappers and six Natives, armed with a flagstaff and tools for digging holes.

The cure of the sick and wounded was also considered, and a medical party under Bombarier Nobbs and some men from the R.A.M.C., besides Surgeon Capt. Lawson and an Army Medical Officer being present. The whole number of troops, amounting to nearly three hundred, were embarked on steam launches and junks and a start made for Kowloon City.

On approaching the City a sharp look out was kept to discern if any preparations had been made to oppose the landing, but only a crowd of Chinese civilians was seen on the hillside and along the shore and it was fortunate for them that they were not mistaken for troops, as each launch had a machine gun ready posted in the bow in case opposition had been encountered. A landing was effected at the police pier, which used to be used for the customs, and the troops were formed up in front of the police station to await orders.

Col. Mainwaring, Major Pendergast, R.E., and Captain Superintendent May went up to the walled city and demanded its surrender to the British. The Mandarin refused as he had had no instructions from Peking, but made it known that he could be forced to do so.

Orders were therefore sent for the troops to come up to the Walled City and were promptly acted upon, the troops dividing and approaching the City by different routes. Some difficulty was experienced in getting the guns through the narrow filthy streets, and the open sewers, running down their centre, caused many halts to be made. The Chinese population stood at their doorways looking on with almost perfect indifference, depicted on their stolid countenances. When the City was reached, the gates were found open and the place deserted, except by old men and women, the soldiers in all probability had heard of our coming and either decamped or discarded their uniforms for civilian attire and were mixing in the crowd that had gathered.

A seven pounder was put in such a position as to command the gate and sentries were posted along the walls while preparations for hoisting the flag were pushed forward, and the Mandarin was told to bring out all his able-bodied men, but there were none to bring out, and a vigorous search failed to find any. When all was ready for the ceremony, the troops were formed up in front of the juncos facing the flagstaff, which had been erected on the wall of the city. The flag was hoisted at 2.15 by Major Pendergast, R.E., the troops giving a royal salute and firing 21 rounds from the seven pounders. After the rounds were fired the Union Jack was again accorded a royal salute, and the ceremony ended. The rounds were fired at intervals of 20 seconds, at first No. 1 and No. 2 gun taking their turn, but as No. 2 gun had the misfortune to get choked after the fifth round the remainder had to be discharged from No. 1, the men working in a fine smart manner to get the gun fired, the men firing in a short time, and the ceremony ended. A salute was then fired from the 7 p.m. gun, and the troops were then dismissed.

The questions were:—(1) The sum of \$21,566.22, being the balance due from the Defendant to the Plaintiff on the 30th day of June, 1896, upon various accounts which have been recently stated and settled between them; (2) Interest on the said sum of \$21,566.22 from the said 30th day of June, 1896, until payment of judgment at the rate of 7 per centum per annum calculated with half yearly rests; (3) Costs of suit.

Mr. Francis continued the cross-examination of Plaintiff: I had a second conversation with Mr. Chater over the financing, but the arrangements were entirely made with Mr. Mody. Because Mr. Woodin did not take up the 500 shares it did not come into a cocked snuff. I felt I was concerned with the thousand shares. [Plaintiff would not express his opinion over questions asked.] The 1,000 shares booked to D. E. Sassoon was put through without a contract being sent by the brokers. The agreement to carry my shares was made with Mr. Mody in the street. My letter of credit was made with Mr. Mody in the street. My letter of credit was got from the bank on the morning of the 4th April. I never had a conversation with either Mr. Chater or Mr. Mody whilst I was going to their office to go into the accounts. I did not call on the 1,000 shares when they were at 180. I thought Messrs. Chater and Mody were dealing with them. I heard that you (Mr. Francis) refused to buy some.

Mr. Francis pointed out that if Plaintiff had sent word to sell out his shares when they were at 180, he would have cleared all his debts and liabilities—they would have realised over four lacs—as well as leaving a good sum over.

His Honour after asking witness a few questions, asked the jury if they had anything to put to Plaintiff.

Mr. Rennie, a juror, asked if the statements on one of the accounts were written at the same time, because the writing was done by different pens. It was acknowledged by Plaintiff that it was written by two different pens.

Mr. Pollock submitted that the books of Defendants put in could not be used as evidence on the grounds that Defendant did not make the entries and only knew by hearsay that the entries were composed of. Questions from several works of law were cited.

Mr. Pollock, after endeavouring to point out to His Honour through book quotations that Defendants' books were not admissible, addressed the jury and endeavoured to show them that Defendant in his accounts had made many misrepresentations, and contended that Defendant did not hold on the 30th June sufficient Punjom and Kowloon shares to fulfill the demand of Plaintiff's had he applied for them, and that Defendant had been guilty of misstatements for his (Defendant's) own benefit.

An adjournment was made at 2.30.

On resuming Mr. Pollock, during his address to the jury, attempted to explain away the red ink marks upon one of the statements of accounts, made up to the date when Plaintiff left the colony, by saying that it was made up to that date only because the other items on the sheet were not in his (Plaintiff's) shorthand book to enable him to check them. Reference was made to many of the Exhibits and much evidence in relation to the accounts was given, and the jury, after a long deliberation, returned a verdict in favour of the Plaintiff.

The jury intimated that they did not want to hear addresses either from Mr. Rennie or His Honour, and at the conclusion of Mr. Pollock's address the foreman of the jury rose and said the jury were agreed upon all the evidence put in by the Defendants, but that the Plaintiff thought that questions might be put to them by both Counsel, through His Honour, for definite answers.

The jury were then put in possession of the Exhibits and a written copy of the questions from Counsel, and they retired to consider their finding.

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Mr. Rennie, a juror, asked if the statements on one of the accounts were written at the same time, because the writing was done by different pens. It was acknowledged by Plaintiff that it was written by two different pens.

Mr. Pollock submitted that the books of Defendants put in could not be used as evidence on the grounds that Defendant did not make the entries and only knew by hearsay that the entries were composed of. Questions from several works of law were cited.

(2)—Did the Plaintiff on 30th June, 1887, agree to sell to the Defendant 4,350 Pajunions and 735 Kowloons as alleged by the Defendant? The jury, after a short absence from the Court, returned and gave the following answers to the questions—(1) The jury are of the opinion that there was a distinct understanding that the Defendants were at liberty to sell or dispose of or make use of the shares taken by them from the Plaintiff until redemption and were not required to hold for or deliver to the Plaintiff any specific shares, but may deliver to the Plaintiff or to his order any shares of the same nature and kind accounting for any dividend or income accrued upon such shares in the meantime and taking credit for any calls made thereon of other charges of any description.

(2) We find that the shares, 4350 Pajunions and 735 Kowloons, were sold by the Plaintiff to the Defendants on the 30th June, 1887, as shown in the account dated 3rd April, 1888, and known as exhibit 21, which is certified by the Plaintiff himself as correct.

The jury's verdict being in favour of Defendant, Mr. Francis asked His Honour to give judgment for Defendant with costs, which His Lordship did.

CHIEF & WARRANT OFFICERS SMOKING CONCERT.

A Capital Smoking concert was given by the members of the Warrant Officers Club on Friday evening last. The principle object being to give a hearty and well deserved send off to their late Secretary, Mr. Banyard R.N., who was leaving for England by the next homeward Mail. Also to welcome the new arrivals on the station, who came out in the *Amoria*.

A successful programme was got through in really fine style, the music, singing, and dancing being above the average usually seen, or heard on such occasions. It would be impossible to draw comparison when all did so well—songs were rendered by Messrs. Masell, Glanville, Bentley, Skinner, Wingard, Jordan, Hooper, Daniels and Ridgway. Recitations were contributed by Messrs. Brislake, Allen and Kyle, an Irish jig "heel and toe" by Mr. Kennedy and a step dance by Mr. Daniel.

After the interval the President Mr. F. P. I. Houghton, in a brief, breezy speech referred to the improvement made in the Club during the past two years which he attributed mainly to the untiring energy, perseverance and talented resources of Mr. Banyard, he expressed his conviction that every member of the Club fully recognised how much they were indebted to their late Secretary for the present condition of excellence of their Club. He then asked Mr. Banyard to accept a present from the members in recognition of their appreciation of his invaluable services.

The presentation took the form of a handsome silver inkstand suitably engraved. Mr. Banyard's health was then drunk with musical honours.

Mr. Banyard in responding to the toast and accepting the present, said—Mr. President and Gentlemen, After the eloquent remarks made and the hearty manner in which you have drunk my health I feel my departure from this circle of friends very keenly. Referring to the present position of the Club, he stated that when joining them, he mysteriously took a seat in the radical carriage of reform, and since then had passed through many of the crises and rebuffs incidental to that position, but he wished to dispel any erroneous ideas that he has taken, and to be taken as conspicuous part than many of his brother members then present. Without going into details he contended that all must feel the increased interest extended to their club by members and others was in keeping with its democratic character. Though success had marked its progress during the past two years, it had been exposed to the temptation to let well alone, but as an open ear has been continuously kept to the suggested alterations made by members and the expediency or utility of any proposition put, has been made apparent to the practical minds of your President and Committee the adoption of such propositions became a matter of course. This, and the fostering care shown by your present President, and his predecessor, Mr. Clark, to the younger men, is the chief cause of your success, rather than the effort of an individual member. Their devotion to duty and attention to details during the critical period of amalgamation with the Club at Wei-hai-wei is entirely responsible for our present financial position and is a significant commentary of what may be accomplished by steady persevering effort of one and all.

Our Club here has shown clearly that there are many opportunities for the young Warrant Officers to do a great deal of good for themselves and class generally by taking the opportunities offered by Club life—we shall at no distant date break down the barrier of social exclusiveness which has hitherto in certain quarters been so rigidly maintained, when this is accomplished, an opportunity must assuredly present itself for us to seek an outlet under pressure of necessity for our legitimate rights to be granted us. But if he believes us not to limit our knowledge or resources to our present narrow sphere, we have every one open to the charge of using up their capital, which is fatal to advance. New capital and resources are essential to the healthy development of any club or society of men—and as we seem to be going more together, pulling in the same direction our progress is as certain as that night follows day. It is certain that the old order of things must pass away, customs of the 19th and 20th century cannot run side by side. It will therefore be well for us to realize that time is the important factor that decides all things, and there can be no question as to which custom must give way to the other. I accept your present and tender you my sincere thanks and shall look upon it as a souvenir of the time when the Warrant Officers in China, started off on the broad lines of bright flexible and advanced ideas of progress and reform. Cheers.

Mr. Skinner in a short speech expressed his admiration of Mr. Banyard and regret at his leaving Hongkong.

The evening closed with the National Anthem and Old Lang Syne.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPONES.

5 Ranges 250 and 300 yards. Ten Shots.

Mr. P. Beck registered his second win for this Cup on Saturday last with a total score of 95 including 6 points handicap. There were twenty entries including several new members.

Player	Score
Mr. P. Beck	95
Mr. C. M. Wallace R.E.	92
Mr. Diggins	91
Mr. C. M. Wallace R.E.	90
Mr. C. M. Wallace R.E.	89
Mr. C. M. Wallace R.E.	88
Mr. C. M. Wallace R.E.	87
Mr. C. M. Wallace R.E.	86
Mr. C. M. Wallace R.E.	85
Mr. C. M. Wallace R.E.	84
Mr. C. M. Wallace R.E.	83
Mr. C. M. Wallace R.E.	82
Mr. C. M. Wallace R.E.	81
Mr. C. M. Wallace R.E.	80
Mr. C. M. Wallace R.E.	79
Mr. C. M. Wallace R.E.	78
Mr. C. M. Wallace R.E.	77
Mr. C. M. Wallace R.E.	76
Mr. C. M. Wallace R.E.	75
Mr. C. M. Wallace R.E.	74
Mr. C. M. Wallace R.E.	73
Mr. C. M. Wallace R.E.	72
Mr. C. M. Wallace R.E.	71
Mr. C. M. Wallace R.E.	70
Mr. C. M. Wallace R.E.	69
Mr. C. M. Wallace R.E.	68
Mr. C. M. Wallace R.E.	67
Mr. C. M. Wallace R.E.	66
Mr. C. M. Wallace R.E.	65
Mr. C. M. Wallace R.E.	64
Mr. C. M. Wallace R.E.	63
Mr. C. M. Wallace R.E.	62
Mr. C. M. Wallace R.E.	61
Mr. C. M. Wallace R.E.	60
Mr. C. M. Wallace R.E.	59
Mr. C. M. Wallace R.E.	58
Mr. C. M. Wallace R.E.	57
Mr. C. M. Wallace R.E.	56
Mr. C. M. Wallace R.E.	55
Mr. C. M. Wallace R.E.	54
Mr. C. M. Wallace R.E.	53
Mr. C. M. Wallace R.E.	52
Mr. C. M. Wallace R.E.	51
Mr. C. M. Wallace R.E.	50
Mr. C. M. Wallace R.E.	49
Mr. C. M. Wallace R.E.	48
Mr. C. M. Wallace R.E.	47
Mr. C. M. Wallace R.E.	46
Mr. C. M. Wallace R.E.	45
Mr. C. M. Wallace R.E.	44
Mr. C. M. Wallace R.E.	43
Mr. C. M. Wallace R.E.	42
Mr. C. M. Wallace R.E.	41
Mr. C. M. Wallace R.E.	40
Mr. C. M. Wallace R.E.	39
Mr. C. M. Wallace R.E.	38
Mr. C. M. Wallace R.E.	37
Mr. C. M. Wallace R.E.	36
Mr. C. M. Wallace R.E.	35
Mr. C. M. Wallace R.E.	34
Mr. C. M. Wallace R.E.	33
Mr. C. M. Wallace R.E.	32
Mr. C. M. Wallace R.E.	31
Mr. C. M. Wallace R.E.	30
Mr. C. M. Wallace R.E.	29
Mr. C. M. Wallace R.E.	28
Mr. C. M. Wallace R.E.	27
Mr. C. M. Wallace R.E.	26
Mr. C. M. Wallace R.E.	25
Mr. C. M. Wallace R.E.	24
Mr. C. M. Wallace R.E.	23
Mr. C. M. Wallace R.E.	22
Mr. C. M. Wallace R.E.	21
Mr. C. M. Wallace R.E.	20
Mr. C. M. Wallace R.E.	19
Mr. C. M. Wallace R.E.	18
Mr. C. M. Wallace R.E.	17
Mr. C. M. Wallace R.E.	16
Mr. C. M. Wallace R.E.	15
Mr. C. M. Wallace R.E.	14
Mr. C. M. Wallace R.E.	13
Mr. C. M. Wallace R.E.	12
Mr. C. M. Wallace R.E.	11
Mr. C. M. Wallace R.E.	10
Mr. C. M. Wallace R.E.	9
Mr. C. M. Wallace R.E.	8
Mr. C. M. Wallace R.E.	7
Mr. C. M. Wallace R.E.	6
Mr. C. M. Wallace R.E.	5
Mr. C. M. Wallace R.E.	4
Mr. C. M. Wallace R.E.	3
Mr. C. M. Wallace R.E.	2
Mr. C. M. Wallace R.E.	1

THE "BENLAWERS" ASHORE.

Messrs. Gibbs, Livingston & Co. courteously write us as follows:—
"We have received a telegram from Nagasaki to the effect that the 'Ben' Line steamer *Benlawers* is aground on the Fukuse Reef Sasebo about 3 hours steam from Nagasaki.
"Part of the local cargo of Rice and Sugar has been jettisoned, and the discharge of further cargo is being got on with as fast as possible.
"Six feet of water is reported in the Forehold and two feet in the mainhold, other holds tight.
"Pumps have been sent from Nagasaki and it is expected that the steamer will be got off.
"The steamer was on a voyage from Antwerp and London and sailed from here on 7th inst. for Nagasaki, Kobe and Yokohama."

KUYANG, NORTH ANHUI.

April 15th.

A HEAD-WIND.
To-day our experience has been one that is not unusual to the traveller who journeys by native boat on the water highways and by-ways of China. We have had a head wind that overcame the energies of our boatmen and their desires to proceed on the journey, and night finds us near where daylight did, under the walls of Kuyang.

THE ANHUI REBELLION.
It was in this district that the Anhui rebellion broke out last winter and ran its brief, abortive, but sanguinary course. The scene is peaceful enough now, and one can scarcely realise that on this ground there was lately so much bloodshed. Our boat is anchored in the Ko river, a fine, the narrowest of the river. Near us, the month of a deep ravine which extends southward near the wall to near the East-gate. It was a bloody chasm that the rebels under Niu attempted to storm the East-gate and enter the city.

A little before supper we strolled up toward the gate and tried to learn what we could of the affair of which so few traces now remain. Here and there we saw reminders in the way of a gnawed skull of other human bones, bunches of matted black hair tangled in the stubby dry grass, scraps of rag, and in one case an entire garment, the hair that held it to some unlucky scalp. Near the gate we were pointed out the dark places on the ground where the caked and blood-soaked earth still showed traces as of human gore after three or four months of weathering. At this place, it is said, the bodies of the rebels were left in piles, as they fell before the fire from the walls, the walls are of brick and perhaps twenty feet high, a formidable obstacle in the path of a disorderly horde of slightly armed bandits, if at all resolutely defended. At another place, near the above-mentioned ravine, there are many grave mounds, in some of which are buried what the dogs left of the remains of most of the unfortunate victims of mandarin mistle which fell at this place. For doubtless, the mandarins should bear nineteenth of the blame of uprisings such as this. We have even heard it hinted that in underhand ways they were guilty of encouraging it at the start, in order to gain glory and advancement in suppressing it. This is not unlikely, but who can prove it, when thousands of their victims sleep in unknown graves?

THE SACK OF MINOCHERCHI.
Yesterday morning we were at Minocherchi, and about noon passed T'cherchi, market town 40 and 50 li up the river from Kuyang. It was these places that bore the principal weight of destruction.
"At T'cherchi the rising under Niu began. Here the rebels first 'moved their hand,' and much of the place was destroyed. But Minocherchi bore the brunt, and what was a thriving walled market town of 20 or 30 thousand inhabitants is now little but ruin and desolation. One man told us that the houses of 4,000 families were burnt. Perhaps a fair estimate for it was quite a large place, and only a few buildings around the edges escaped. The loss of life, not only from murder and outrage, but also from flight, exposure, and starvation in the depth of winter, must have been very large. The rebels after a repulse or two and the loss, it is said, of about two hundred, stormed the East-gate and entered the place, being more successful than they were later on at the East-gate of Kuyang. It is said that one of the leaders, of whom there were three, ordered that houses should not be burnt, and no one killed but those who resisted plundering. Another, however, thought that burnt houses would create more terror and consternation, and so advance their designs. The ideas of the latter evidently prevailed, with fatal force. It would most likely, however, have been impossible for these leaders to prevent burning and murder by their undisciplined hordes of half-wild Anhui people."

THE DEFEAT AT KUYANG.
From Minocherchi the main body of the rebels moved towards and attempted Kuyang. The final and effective victory over them by the Imperial troops was near a low range of hills that can be seen rising out of the vast level plain to the eastward of the Ko river. Four cart-loads of silver which they had plundered from the people were captured by the troops at this place, it is said, and also that ten thousand or more of the rebels were killed. We have heard it estimated that the total loss of life as a result of this insurrection could not have been less than fifty thousand. But a loss of that number, or twice that number, would be hardly a check to the population of this region, the people still swarm. All the way up the Ko river we have been impressed with the numbers. Even the Chinese with whom we have remained on it, and people would have to be pretty thick to make Chinese from the Yangtze Valley remarks on the fact.

STARVATION AT PAOCHOU.
Appalling destitution is apparent still in many places. Pitiful cases—poor wretches lying starving and dying are seen about the city gates and streets. One longs to help; but for a traveller to give a single alm is almost dangerous, for the beggars swarm, and many of them are fierce and determined. In Paochou the other day we were buying two loaves on the street, and while occupied counting out the cash for them, one was forcibly snatched away. The culprit made off, cringing in his mouth and munching as he went. We gave chase and soon grappled him, not realising, this unceremonious method of losing our own dinner, much as we would have liked to help the poor wretch in some way; nor was it good for the foreigners' prestige to be openly robbed in the street. But neither we nor the thief were destined to eat this loaf, for quick as a flash, after we had grappled him, second swooped down on the loaf, and disappeared in his mouth about as fast as he disappeared in the crowd. We released the beggar number one and retraced our steps, and at the thought of the destitution that made men on the streets like ravenous wild animals, and also smiling at the comic spectacle which we just have made, sufficient to say we could not have eaten the loaf had we rescued it. But this letter is long enough, and we must close without the morals which will suggest themselves plentifully enough to any one who has toiled and travelled in the high ways and by-ways of China. I have remarked that the Emperor's army, the army of the Emperor, is not in the province of Anhui, but in the province of Szechuan.

PURSE SNATCHING.

This morning at the Magistracy a Chinaman was charged with stealing a purse containing \$65 to \$64 from Miss Julia Rodriguez, the daughter of the Spanish Vice-Consul. Miss Julia Rodriguez in giving evidence said she was eleven years of age, the purse produced in Court belonged to her mother. She was shopping with her mother yesterday, and went into an Indian shop in Wellington Street, where her mother handed her the purse; her little sister was with her. She placed the purse in her lap, as she was sitting with her sister. Defendant entered the shop and snatched the purse and ran away. The master of the shop ran after him. The purse was not found in the shop. She did not know how much it contained.

The master corroborated, and said that he ran after the man, who ran towards the Praya. Some Chinese tried to block the way but the prisoner was arrested.
Mr. Sercombe Smith sentenced the prisoner to six months hard labour and to receive 12 strokes with a birch within the first seven days of his imprisonment.

SHIPPING REPORTS.

Captain Douglas of the s.s. *Formosa*, from Tamsui, reports: Tamsui to Amoy light N.W. winds, fine; Amoy to Swatow light S.W. winds, fine; Swatow to port light westerly winds. Vessels in Tamsui on 12th, *Sumidagawa Maru* and *Hailong*; in Amoy on 13th *Kaongang* and *Chinai*; in Swatow on 16th, *P. C. Kiao*, *Singai*, *Chiefo*.

The Norwegian s.s. *Bygde* from Newchwang reports fair weather throughout.

Captain Schulz of the s.s. *Long Moon* reports: left Shanghai with foggy weather and light southerly wind, had fog for eight hours to Lung Yang; thence to port light southerly wind and clear weather.

Captain Hopkins of the s.s. *Kashing* from Tientsin reports: southerly winds with fine weather throughout and smooth sea. Fog at intervals on the 14th and 15th.

KINTCHEEN PORCELAIN.

April 24th.

AN INTERESTING CITY.
One of the most interesting cities in China is Kintcheen, made renowned by its being the only place in all China where porcelain is manufactured. The city by land is about 110 miles from Kiangsi, in a southeasterly direction. About half of the year the city is accessible by large boats, the remainder of the year only the smaller boats can reach the city. Unless a gale is blowing in your favour it is exceedingly difficult to ascend the river further than about one hundred li above Loehou. From this point on, one needs a long row of trackers to tow his boat up the rapids. I should judge the current at this time to be six knots an hour. Several years back a natural barrier crossed the river some fifty li below Kintcheen, over which it was impossible for boats to pass except at flood tide. Some daring storm-masters came down at low water time, and with their drills and blasts removed this barrier, but in so doing, so greatly disturbed the dragon as to spoil the *Bygde*. Since that time, I am told, a gloom has been hanging over the city of Kintcheen. Be that as it may, one thing is sure, the removal of this barrier has greatly facilitated the getting to and from the city. Kintcheen lies in a natural basin or valley between the mountains on four sides, with a few passes between the ranges. This is one of the dirtiest and one of the busiest cities in China. The territory in the valley being limited, the city is built in a perfect jam. The streets do not average more than six feet in width. It is the most difficult city to get through in a chair than any other city in China. The city is reputed by the officials to have half a million souls. I am persuaded that this is a conservative estimate.

THE POPULATION.
Of this place is composed of people from the eighteen provinces of China. There are over one thousand stores in the place that handle nothing but porcelain. I was told by the Likin Commissioner that the annual shipment of porcelain passing the Likin officials amounted to over four million taels, while half as much more he considered was smuggled through and carried overland in wheelbarrows to neighbouring cities and towns of which they got no record.

MEANS OF COMMUNICATION.
There are overland highways centring in this city from nine of the eighteen provinces of China. The principal part of the material for making the porcelain comes from the seven *hsien* constituting the prefecture of Loehou. A very fine quality of white clay comes from Nankangfu on the Poyang Lake, while the colouring for the porcelain comes from the far-off province of Yunnan. There are over one hundred kilns in the place, employing three hundred thousand men, women and children. It requires three days to burn a kiln of porcelain, and each kiln averages 80 outputs a year. We were anxious to know why it was that porcelain was manufactured at no other place in China, seeing that the owners of the kilns represented people from nearly every province in the Empire. We were told that it was owing to the dryness and lightness of the atmosphere, such as was not to be found elsewhere in the Empire. In former years these kilns were scattered over considerable territory, all, however, in this section of the country, but were finally transferred to this centre, and it was discovered that they could turn out better wares here than at any other place.

FOR TWENTY-FIVE HUNDRED YEARS porcelain has been manufactured in this city, and no improvements have been introduced in all these ages in their method of turning out their wares. We timed a man in turning out a large flower vase. In two and a half minutes from the time the clay was put on the turning lathe it was ready for the kiln, and for such a piece of work. If nature had only ground and prepared the mud ready for moulding, a man at eight cash might make good wages. As it is, 200 cash a day is the average wage of an expert workman. The people of this section are industrious, well-to-do, and well disposed towards foreigners. The time is fixed by law when these kilns shall begin, and when they shall stop burning. The 8th day of the fourth month is the time to begin, and close at the end of the 11th month. This prevents those living near getting the advantage over those living in the distant provinces.

A RAILWAY NEEDED.
Kintcheen is one of the most important places of China as a small insignificant place, as compared with Loehou and Foulinghsien, while the facts are, Kintcheen is twice as large as both the above places put together, and has a hundred-fold more trade. Railway syndicates should have their eye on this place in making their surveys. A railway touching this place would largely control the transportation of this porcelain throughout China. Again, this city is near the green tea district in Southwest (Anhui), and Eastern Kiangsi, the black tea belt in Northwest Kiangsi, and still nearer the tea and silk regions of the Yangtze valley.

THE PLAGUE.

The plague return for the week ended 13th May shows a total of 89 cases and 69 deaths. The cases reported in the City numbered 76, the remaining thirteen being from other districts.

BRITISH DIPLOMACY IN CHINA.

The Hongkong correspondent of *Outlook* writes:—You are right in receiving with caution any telegraphic communication regarding the "undoubted success of British diplomacy" in regard to China's pledge not to alienate to any foreign Power the Newchwang Railway. To begin with, what is China's pledge worth? Did she not hand over to the French the territory adjoining the Nam-a a few years since, although she was bound to us by treaty not to do so. Again, I may mention that Russia's recognized sphere of influence runs south to the Great Wall, which runs down to the Gulf of Chihli exactly at Shanhaiwan, from which point the railway extension to Newchwang begins; therefore it will run from start to finish through territory which will be dominated by Russia.

I must correct an erroneous idea which appears to console those at home who take an interest in Far Eastern affairs. I refer to our mythical sphere in the Yangtze Valley. In the *Outlook* of December 31st last, you say that the "Chinese authorities (in the Yangtze) seem to be as obedient and deferential to the British as in North China they are to the Russian." Now this is far from being so. We are looked upon, and naturally, as a "busted flush." Liu Kun Yih the Viceroy at Nanking, is disgusted because we have not supported him in his fight against the French regarding the new territory which they intend to acquire at Shanghai Chang Chih-tung and the officials and residents at Wuchang—adjoining Hankow—hold us in contempt for the cringing manner in which we sent our Consul back to Shanghai in a small merchant steamer after the gutting of that port, notwithstanding that we threatened gunboats, and the result was a common people up the river declare that our ships have only wooden guns, and that before they pass up the Yangtze they must stop at Woosung and obtain a permit to proceed from the Shanghai *Taotai*. Once in a lifetime a British ship larger than a gunboat shows itself at Hankow, although the Germans sent their fleet up some time since. The Yangtze Valley is being exploited by foreigners not Britishers, and Hankow is a good example of this. The carrying trade of the great river is at present largely in our hands, but foreigners are entering against us, and their competition will surely tell. Foreigners are seizing British property at Hankow, and unless a great change takes place at Peking they will be allowed to stick to it. In short, we have no sphere in Central China that is not common to everyone, and our prestige has long since vanished.

NOTANDA.

CALENDAR.

MAY.

Metereological means based on ten years' observations, 1893.

Barometer..... 29.867

Thermometer..... 76.0

Humidity..... 84.0

Rainfall..... 15.0

TO-DAY.

WEATHER REPORT.

Barometer..... 29.99

Thermometer..... 81

Humidity..... 75

Rainfall..... 83

TO-DAY.

Wednesday, 17th May, 1899.

Chinese 5th of 4th moon of 25th year of Kwang-shi.

Sun-Rises..... 6hr. 6min.

Sets..... 5hr. 55min.

High water—Morning..... none

Afternoon..... none

Low water—Morning..... 9hr. 30min.

Afternoon..... 9hr. 13min.

No inferior high or low water.

ANNIVERSARIES.

1838—Prince Tallyrand died.

1858—A reward of \$500 offered by Sir John Bowring for the arrest of the pirate Chu-A-Kwai.

1860—Loss of the French warship *Isere* off Amoy.

1879—Arrival of General Grant in Shanghai.

1886—King of Spain born.

1893—The four-masted ship *Sonali* towed into Hongkong dismasted.

1897—Battle of Donkoku.

TO-MORROW.

Thursday, 18th May, 1899.

Chinese 6th of 4th moon of 25th year of Kwang-shi.

Sun-Rises..... 6hr. 6min.

Sets..... 5hr. 55min.

High water—Morning..... 9hr. 30min.

Afternoon..... 9hr. 42min.

Low water—Morning..... 9hr. 35min.

Afternoon..... 10hr. 5min.

ANNIVERSARIES.

1842—The city of Chiap taken by the British troops.

1868—Nicholas II., Czar of Russia, born.

1873—Khiva captured by the Russians.

1877—Ng Choy, the first Chinaman to adopt the legal profession, admitted to the Hongkong Bar.

1890—Destructive fire in Shanghai; 55 houses destroyed.

1891—Anti-foreign riot at Ngankin.

1896—Suicide of Lieut. Commander Adair, of H.M.S. *Pigmy*, at Yokohama.

1897—Domokos abandoned by the Greeks.

AGENDA.

TO-DAY.

9 p.m.—Meeting of Perseverance Lodge.

THURSDAY.

Undelivered cargo per *Sultani* subject to rent.

FRIDAY.

Undelivered cargo per *Indrapuri* subject to rent.

SATURDAY.

10.45 a.m.—Mail for Europe closes.

Nippon Yusen Kaisha

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU..... J. S. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	SUNDAY, 21st May, at Daylight.
INABA MARU..... W. Bainbridge	YOKOHAMA (DIRECT)	WEDNESDAY, 24th May, at 4 P.M.
KASUBA MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU..... C. H. Hillcoat	NAGASAKI, KOBE, and YOKO- HAMA	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU..... M. J. Gurnow	SEATTLE (WASH., U.S.A.) VIA Kobe, Yokohama & Victoria, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU..... G. E. P. Cook	MARSEILLES, LONDON & ANT- WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th May, 1899.

SETTING UP OF DISTILLERIES
Rice - Corn - Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories - Preserves Factories
Laboratories of Druggists - Essences Factories
STEAM KITCHENS
ECROT & GRANOË, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China - WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.



FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

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THE MUTUAL STORES

Have just received another Consignment of

PISTONS FAMOUS GOODS

TEA, COFFEE, JAM, BACON, BISCUITS, ETC., ETC.

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR Co., Ltd.,
DUNLOP TYRES BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
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NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897.

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THE GREAT AUSTRIAN TONIC
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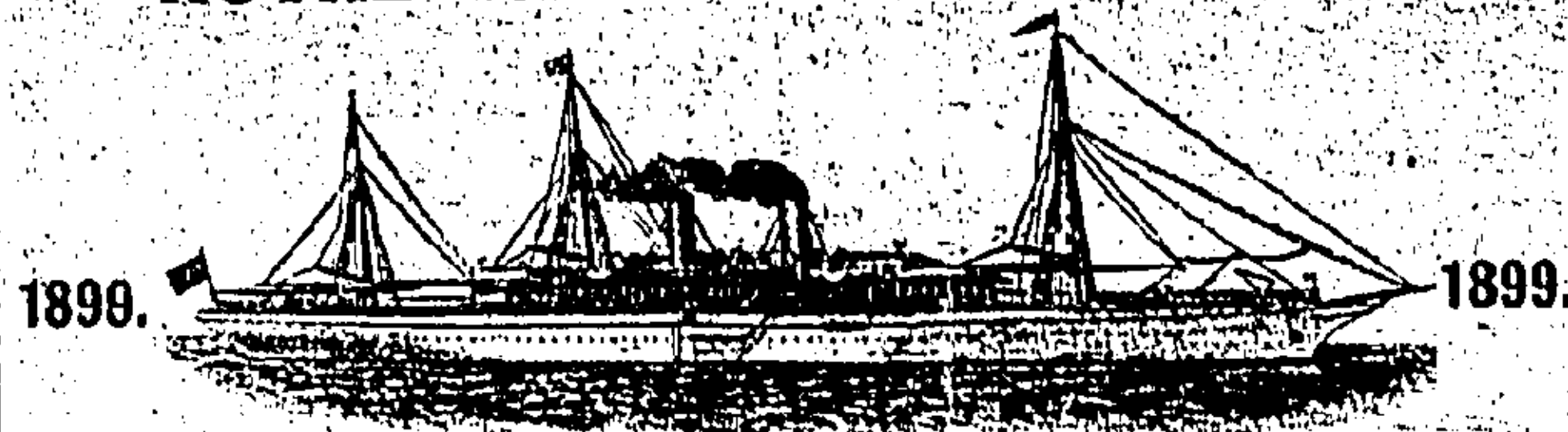
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A. S. WATSON & Co.,
Hongkong, 1st September, 1896.

Hotel.
WINDSOR HOTEL,
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STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from EN-
TRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

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SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route enhance its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddlers Street.

Hongkong, 17th May, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 20th May,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 13th June,
at Noon.

THE Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 20th May, at
Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS, also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Particulars of the various Routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demetera, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th March, 1899.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.
Head Office - TOKIO.
Branch Offices - LONDON, NEW YORK, HONOLULU,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG, and all Ports in JAPAN.

Agents -
Mitsui Coal Mines.
Osaka Coal Mines.
Kansai Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Central Cleaning and Milling Co., Shanghai.
Onoda Cement Company, Japan.
Kansai Cement Company, Japan.
The Japan Cotton Spinning Mill, Limited.
The Japan Cotton Spinning Mill, Limited.
The Japan Cotton Spinning Mill, Limited.

Mails.

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINE.

(Freight Service.) (Passenger Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*HEIDELBERG.....	HAVRE and HAMBURG	21st May
Schiller.....	(LONDON with transshipment in HAMBURG)	21st May
*SIBIRIA.....	HAVRE and HAMBURG	About 30th
Hildebrandt.....	(LONDON with transshipment in HAMBURG)	May
BAMBERG.....	HAVRE and HAMBURG	About 15th
Voss.....	(LONDON with transshipment in HAMBURG)	June
*KONIGSBERG.....	HAVRE and HAMBURG	About 25th
Christiansen.....	(LONDON with transshipment in HAMBURG)	June
DEIKE.....	NEW YORK	About 5th
RICKMERS.....	via SUBZ CANAL	July

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

881] CARLOWITZ & Co., Agents.

U.S. MAIL LINE
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro
(via Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama and Hono-
lulu) Saturday, 27th May,
at Daylight.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 22nd June,
at Noon.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 18th July,
at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU
on SATURDAY, the 27th May, at Daylight,
taking Passengers and Freight for Japan,
the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various Routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demetera, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th May, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports
and Honolulu, the UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra..... 3,400..... about May 30
Belgian King..... 3,379..... about June 20
Carmarthenshire..... 2,929..... about July 20
Cartledge City..... 3,002..... about Aug 20

THE Steamship

THYRA

will be despatched for SAN FRANCISCO
and SAN DIEGO VIA NAGASAKI, KOBE, YOKO-
HAMA and HONOLULU, on or about
the 30th May.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demetera, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
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United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

NORDDEUTSCHER LLOYD
NOTICE

STEAMSHIP FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAUEN, GENOA,
ANTWERP, BREMEN and HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON and SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRIN-
CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia..... Wednesday 12th May
Sachsen..... Wednesday 19th June
Bayern..... Wednesday 19th July
Prins Heinrich..... Wednesday 16th Aug
Friesland..... Wednesday 13th Sept
Sachsen..... Wednesday 11th Oct
Bayern..... Wednesday 18th Nov

ON WEDNESDAY, the 24th day of May,
1899, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain R. Heintze, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, calling
at NAPLES and GENOA.

Shipping Orders will be granted till NOON
on MONDAY, the 22nd May. Cargo and Specie
will be received on board until 5 P.M. on
TUESDAY, the 23rd May, and Parcels will
be received at the Agency's Office until NOON
on TUESDAY, the 24th May. Contents of
Packages are required. No Parcel Receipts
will be signed for less than 32.50 and Parcel
should not exceed Two Cubic Feet in
Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 16th May, 1899.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Tuesday, 6th June,
at Noon.

Galle (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Saturday, 1st July,
at Noon.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Tuesday, 25th July,
at Noon.

THE Company's Steamship

COPTIC

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA and HONO-
LULU, on TUESDAY, the 6th June, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be ob-
tained on application.

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Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th May, 1899.

THE KIANGYIN FORTS.

PRINCE HENRY'S VISIT.

May 6th.
On Thursday morning at eight o'clock (4th inst.) H.R.H. Prince Henry of Prussia visited the Kiangyin forts. At the landing place H.R.H. was received by H.B. the General-in-Chief of this province, and Chief-Inspector Jurgens. Two companies of Infantry formed a guard of honour, and as they presented arms, the Chinese foreign band played, and a salute of 21 guns was fired. The Prince mounted at once, with his suite, formed by Commanders von Wirsleben and Beckmann, Dr. W. Knappe, Consul-General, Lieut. Hintze, Interpreter Cordes, and several officers of S.M.S. *Gefion*, and rode up to the forts. At one of them, where two 50-ton Armstrong guns are mounted, gun drill was performed by the Chinese gunners, under the direction of Mr. John O'Keefe. H.R.H. asked Mr. O'Keefe how long he had drilled the Chinese, and also wanted his opinion as to the general ability of the Chinese as gunners and soldiers. It must be said that the Chinese gunners on this occasion loaded and laid the guns with much promptness and steadiness, not a word could be heard from them during the time. They hoisted the 500-lb. shells for loading, much to the admiration of the onlookers. H.R.H. went from this battery to the upper batteries where he had a general look round. At one of the 50-ton Shanghai-Armstrong guns H.R.H. wanted to know of Mr. O'Keefe whether he thought the Chinese gunners would be able without foreign assistance to hit any ship going about 20 knots with this gun. H.R.H. seems to have the opinion that the Chinese need foreign help in active practice with modern artillery, but in opinion he has undoubtedly the support of all foreigners who have any knowledge of the Chinese, and with such assistance the Chinese will prove themselves good marksmen with modern guns.

After leaving the forts H.R.H. made a stay of a few moments at the house of Chief-Inspector Jurgens. Mrs. Jurgens thought that such an honour could not be bestowed upon her house without her making a small present, consisting of a Chinese silk music purse. H.R.H. had the goodness to accept the little gift, with thanks. Dr. Geo. C. Worth, of the S. Presbyterian Mission, who happened to be present, was also introduced to H.R.H.

From here H.R.H. rode to the parade ground, where the German drilled troops stood ready for inspection. H.R.H. rode down the front whilst the band was playing next, the men formed column and marched past, after which manual and firing exercise took place. Only very little drill was shown, as H.R.H. had no time to stay long, but that which H.R.H. saw apparently gave him satisfaction, for he told the men that, since he had last seen them at Woosung, their drill had not lost much, and he also encouraged them to keep up what they had been taught, and told the leading officers to thank the men. H.R.H. shook hands with Major Chiang, saying to him "I thank you, also."

H.R.H. next went into the camp of H.E.I. where a short stay was made and a glass of wine and a smoke were indulged in; then H.R.H. mounted again, proceeding to the landing, whence he went on board the *Gefion*, which shortly afterwards steamed down river. *N. C. News.*

ALLEGED SHARP PRACTICE BY A JAPANESE SKIPPER.

The *Japan Herald* has had brought under its attention an instance of sharp practice on the part of a Japanese skipper, which it thinks calls for strict official investigation. The alleged is Capt. Oda of the Japanese brig *Matsuzaka-maru*, which is owned by a Mr. Yokoo of Tokyo, and the victims are seventeen natives of Yap, one of the Caroline group of islands, about 400 miles from Guam.

It seems that these natives, men and women, the former before the war were employed by Captain Keefer's manager, Mr. Friedlander, and the latter engaged as school teachers, took passage on the 10th October last in the *Matsuzaka-maru* for Guam, and paid their fares in advance. But Capt. Oda was in no hurry to fulfil his contract, and accordingly proceeded leisurely to the Pelieu Islands, where he landed them on the 22nd October. He remained there until the 10th December, and again promised to take the unfortunate natives to Guam, but instead of doing this he carried them off to the Bonin Islands, where he dumped them on the 14th February; that is to say, a voyage of about 1,000 miles occupied something like two months. Even then he would not permit them to go ashore at once, but kept them on board three days. Landed on the Bonin Islands, friends and virtually without resources, their position was sufficiently desperate. Happily for them, a kind-hearted woman named Mrs. Robinson took pity on them, and out of her own purse paid the fares of five of the women, two of the men and two boys, to Yokohama, by the N.Y.K. S.S. *Sumitomo-maru*, which arrived here on Friday (5th inst.). Seven men and one woman remain on the islands; they were unable to secure a passage. But this is not all. The natives had Yajo with them when they first embarked on the *Matsuzaka-maru*, but the Japanese skipper ordered them to remain on board for food, after the wrecked persons had exhausted their own supply. The Japanese charged them a dollar a pound for bad rice, at which rate it is not remarkable that their funds soon fell to zero. They were originally allowed to live in the cabin, but as soon as their funds fell short, they were unceremoniously removed to the hold, where they were compelled to take their rest on the top of a mass of stinking cargo.

The details of the case, as first communicated to Capt. Harrison of the *Emerald*, by Mr. A. F. King, the missionary. The five women, two men and two boys, who arrived at Yokohama from the Bonin Islands on the 5th inst., were first of all taken to the police station, but as they could not speak English, they were sent from there to the Spanish Consul. The Spanish Consul was busy, and told them to call again, and in the meantime they applied at Captain Harrison's residence, and his wife charitably provided them with accommodation until the morning. Capt. Harrison has personally interested himself in their case, and is in communication with the United States Consular authorities on the subject, seeing that the natives are now actually American subjects, though they only talk Spanish, and we suppose their own native dialect will be of no use to them. The natives can be seen at the Spanish Consul's residence, and the Caroline Islands still belong to Spain. Now that the case has gone to the United States, it may depend upon a searching inquiry being instituted at an early date. The *Matsuzaka-maru* has not yet reached port, but we believe Mr. Yokoo, the owner of the vessel, has been written to in connection with the case.

Our contemporary hears that the United States Consular authorities have decided to take action against the skipper, and the necessity of investigating and punishing the offender is being urged. It is to be hoped that the United States authorities will not allow the case to pass without a thorough inquiry, and that the skipper will be punished for his sharp practice.

A TIENTSIN OPINION OF THE HINTERLAND TROUBLE.

Thus the P. and T. Times in an editorial note.

The game of shilly-shally seems to have been played with consummate skill of late by the Hongkong Government, and we are glad to see the Hongkong papers unanimously condemning the absurd policy being pursued in the Colony. That a handful of rebels instigated by an ignorant and conservative disciple of Chang Ching in Canton should have been permitted to cause such a hubbub is ridiculous. The half-hearted, now-we-don't-want-to-hurry measures which have been adopted by the colonial authorities are precisely the kind of thing which land us in a campaign at considerable cost of both life and money. The first semblance of trouble should have been met by the immediate despatch of gunboats to Canton, and the prompt abolition of native jurisdiction in Kowloon city. This is what Germany would have done, and what we did in the days when Hongkong became a free port. Yet now, when it is only a question of taking possession of a diplomatically obtained extension, we scatter silver, let our Governor pay a morning call on a mere Viceroy, and spend a week or two chasing ignorant malcontents from hillcock to hillcock, while Viceroy Tan and his colleagues are chortling with delight in the security of Canton City! Has Chinese officialdom advanced a single step along the road of progress and civilization that we should squander our time and our prestige in treating the Chinese Government as if they possessed the capacity to appreciate the delicate distinctions possible between forbearance and weakness?

NEWORHWANG.

A SERIOUS TRADE DISPUTE.

May 6th.
A dispute has arisen between the Southern merchants and the Northern firms through whom they buy and sell, import and export goods, which threatens a total cessation of trade. The Northerners say that the present charges and commissions which have been in force for many years are now unremunerative owing to the depreciation of transfer money, and the increased cost of the necessities of life. The Southerners say the proposed new charges and commissions have been submitted to their principals and rejected by them, on the ground that no change was necessary, that they are excessive, and will increase the cost of loading by about 17s. 300 per steamer, and that it will be impossible for Southern merchants to make a living here, if they agree to any increase of the old terms. Both parties have petitioned the tariff and neither seems inclined to make the slightest concession. The Southerners appealed for assistance to foreign shipping firms, and finally met Messrs. Nesbitt, Bush, and Bandler, at the offices of Messrs. Butterfield and Swire on the 4th inst.; when, after much discussion, they agreed to send a joint letter to the British firms represented by those gentlemen stating their case in full. On receipt of this, the three firms sent in a joint letter to Mr. Hosie, the British Consul, enclosing the Chinese letter, and requesting him to take steps to bring the dispute to an end and avert the danger to trade. Meantime we believe that telegrams have been sent away to stop chartering for the present. *N. C. D. News Cor.*

PEKING.

KNOWLEDGE IS POWER.

May 5th.
While Europe has been busy with Chinese affairs, the capital of China has been unusually quiet and destitute of news. Eastern affairs are now discussed, and practically settled, in the West. The destinies of China's millions are in the hands of a handful of despised foreigners. Knowledge is power, but it is evidently not the knowledge of the Chinese Classics. Frederic Harrison tells us that, "All knowledge is imperfect, we may almost say meaningless, unless it tends to give us sounder notions of our human and social interests. What we need are clear principles about the moral nature of man as a social being; about the elements of human society; about the nature and capacities of the understanding. We want landmarks to guide us in our search after worthy goals, or true principles for social or political action." China lacked this essential knowledge, refused to acquire it, and in consequence has been weighed in the balance, found wanting, and the direction of her destinies taken from the hands of the men of books and given over to the man of thought. The unwise study of her books has been one of the chief causes of China's degeneration and ruin, and it is possible that even her new Western masters might derive valuable instruction from the consideration of this fact.

SHANSHI COAL-FIELDS.
The enormous wealth of this country is at last to be used for the advantage of the people of the land and the world generally. Mr. Glass, the consulting engineer of the Peking Syndicate, has just returned from a tour of inspection among the coal-fields of Shansi. During an interview with L. H. Meng-chang, he stated that he had never seen finer deposits of good anthracite coal in his life. One bed was 36 feet thick. The Syndicate will endeavor to secure a convenient line of communication with the Yangtze. Agents of the Syndicate are investigating the districts where petroleum has been found, and there appears to be good reason to expect that the results of their labors will be of great importance not only to the Syndicate, but to the Chinese people throughout the whole empire, who certainly need more light in every sense of the word.

LEGATION STREET.
It has really commenced on Legation Street. It has been talked about long enough, but now the road-makers have attacked the "West-End" of that ancient slough, and in due time—ten the "Perpetual Calendar"—it will be finished. This will reduce the labours of the resident physicians, and lower the price of quinine and Eau de Cologne, &c., but then you cannot please everybody, even in Peking, not to mention Shanghai.

RACES.
I am told that the sportsmen of this city are in a state of great excitement over the approaching Peking Races. Mr. Carl Holmstrom and Mr. Gwynne are reported as probable winners. A correspondent is dead certain to lose and of resignation, so he has prepared for the expected disappointment. Contrary to time-honored custom no horse goes from the Customs stable this year. It is necessary to devote a little time to the counting over of the increased salaries and to the study of the *Twilight* edition.

PERSONAL.
On account of the impaired health of Mr. Currier, Dr. Currier and his family have left for the United States. The Rev. P. H. Hayes, of the Methodist Episcopal Mission, is moving to the Chinese Consulate.

THE SUMMER RESORT.

The current of summer migration sets strongly toward Peitaiho, and beside the residents at the British Legation, only a small number of Pekingites will visit the West Hills this year. Having derived so much benefit from the breezes of Peitaiho last summer, it is probable that the I. G. will find his way there again this year.

THE BAND.

An audacious Pekingite told me that he hoped the Customs Band will see Peitaiho this year. If so, he will be delighted, while your correspondent may have to content himself with the sockbats, dulcimers, and tom-toms plied by the music-torturers of Peking. In this world things are unequally arranged, and in a vast number of important matters I am not consulted at all. For some time I have regarded this as unfortunate, but since it relieves me of a heavy load of responsibility, I have decided to put up with it. Other people seem disposed to follow my example: the *Empress Dowager* included. *N. C. D. News Cor.*

KASHINGFU.

ANOTHER LARGE FIRE.

May 6th.
During the past week another large fire has taken place, this time just outside the north gate, the very busiest part of Kashingfu. It is reported that twenty odd shops were burned, causing a loss of some tens of thousands of dollars. No doubt this is an exaggerated estimate, as is usual under the circumstances. This is the second fire in two weeks, the first being within the city and destroying a large firecracker establishment, with a loss of more than a thousand dollars.

OFFICIALS IN HOT WATER.

It is stated that, on account of a large robbery the Governor has degraded, though not permanently, the officer next in rank to the highest military official in this province. Certain transfers have also been made of soldiers from smaller towns to Kashing with a new official in charge. The Chinese say that the new Governor is very strict and capable. The retiring Governor was considered unfit for the post, with very little executive ability.

THIEVES.

again abound in these parts. The school building of the Southern Presbyterian Mission at Hsinchang was entered while everybody was at church, on Sunday afternoon. Fortunately some of the employees returned before the thieves had time to plunder the place. The marauders beat a hasty retreat, having secured only four garments. Of course, they were not caught. They seem to have a special spite against this property, having broken in and stolen articles several times before. The back gate being nailed with foreign nails and the first gate locked with a foreign lock seems to present no serious difficulty to their entrance. *N. C. Daily News Cor.*

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

SWITCHES, TELEPHONES, WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [155]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for: Chronometers, Watches, and Clocks of every description, and for the highest quality of Gold, Silver, and Platinum Jewellery.

FURNITURE, OPERA GLASSES, and other articles of the highest quality.

MARINE GLASSES, and other articles of the highest quality.

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Shipping. STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

"HALOONG,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 18th instant, at 4 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 17th May, 1899. [658a]

FOR MANILA.

(Taking Cargo at through Rates for 11.00.0.)

THE Steamship

"SALVADORA,"

Captain Goetzels, will be despatched as above TO-MORROW, the 18th instant, at 4 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 15th May, 1899. [655a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain E. J. Tadd, will be despatched as above on SATURDAY, the 20th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th May, 1899. [657a]

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"BIRCHTOR,"

Captain Belleine, will be despatched as above on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to DODWELL & Co., LIMITED.

Hongkong, 12th May, 1899. [644a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU,"

Captain Namekita, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1899. [649a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore, and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th May, 1899. [651a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899. [656a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on or about the 24th instant, to be followed by the S.S. *BENLOMOND*, about 3rd June.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 12th May, 1899. [647a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"

Captain Fairweather, will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDA," at Short Intervals.

For Freight, apply to DODWELL & Co., LIMITED.

Hongkong, 14th May, 1899. [646a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING.

with TABULATED STATEMENTS OF PLACED and UNPLACED FORMER JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to

The Manager, "Hongkong Telegraph" Office, 50, Queen's Road Central.

Hongkong, 6th March, 1899.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:

GERALD, G. MORRIS, American Flag.

SUNSHINE, G. MORRIS, American Flag.

OCEANIC, G. MORRIS, American Flag.

and other vessels of the same flag.

Signed by the Captain, G. MORRIS.

G. MORRIS, Captain.

G. MORRIS, Captain.

G. MORRIS, Captain.

G. MORRIS, Captain.

G. MORRIS, Captain.

G. MORRIS, Captain.

G. MORRIS, Captain.

Shipping. Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 11th May, 1899. [1310]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM DOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, ex S.S. *Himalaya*.

From Persian Gulf ex B.I.S.N. and B. & P.S.N. Co's Steamers.

From Zanzibar, ex S.S. *Rajpootana*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 11th May, 1899. [5]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 19th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 20th instant, otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 12th May, 1899. [643a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, KARRACHI, BOMBAY, PENANG & SINGAPORE.

THE Steamship

"VINDOBONA,"

having

